

FY 2002 FINAL-PHASE INPUT OPPORTUNITY REPORT



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Cover Page Photo: MAG Transportation Programming Manager Paul Ward talks to Valley residents at a recent “MAG at the Mall” event about bicycle projects currently programmed for funding in the Draft FY 2002 Transportation Improvement Program.

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EXECUTIVE SUMMARY

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

The Final Phase Input Opportunity was conducted during June and July, 2002. The Final Phase provides opportunity for input on final plan analysis for the Transportation Improvement Program (TIP), Long Range Transportation Plan (Plan) and Air Quality Conformity Analysis, and it includes a public hearing on regional transportation issues. Citizens are invited to provide comment on the Draft plans and analysis before approval by Maricopa Association of Governments (MAG) decision makers. This opportunity allows consideration of public input in the development of the TIP and Plan.

INPUT OPPORTUNITIES

Various forums for input were used during the FY 2002 Final Phase Input Opportunity. The Final Phase Input Opportunity began with a “MAG at the Mall” event held on Saturday, June 22, 2002 at the Arizona Mills Mall in Tempe. MAG, ADOT, Valley Metro and Valley Connections staff were on hand to distribute information and to answer questions about freeways, light rail and bus service. Citizens filled out comment cards outlining their thoughts on transportation issues. Other participants earned informational materials by spinning the MAG wheel (a “Wheel-of-Fortune” type wheel) and answering questions about the region in five categories: Transportation, Geography, Environment, Human Services and Fun Facts. Bike maps, bus books, freeway maps and fact sheets were also distributed. Nearly 300 people stopped by the MAG booth to participate.

On Monday, July 1, 2002, MAG hosted a Final Phase Transportation Open House and Public Hearing. Staff from MAG, the Arizona Department of Transportation (ADOT), Valley Metro and Valley Connections were on hand during the open house to respond to comments and answer questions. Displays at the open house covered topics ranging from light rail to population projections. At the open house, citizens were given the opportunity to ask questions and fill out comment cards. At the public hearing, presentations were given on the Draft TIP, Draft Long Range Plan and Draft Air Quality Conformity Analysis. After the presentation, a panel of MAG transportation decision makers listened to public comments. Fourteen people attended the open house and public hearing.

LOCATIONS

The Final Phase meetings and events were held to accommodate citizens in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The MAG at the Mall event was held during a weekend in Tempe. The Final Phase Transportation Open House and Public Hearing was held during the week after work hours.

MAG at the Mall

Tempe
Saturday, June 22, 2002
Arizona Mills Mall
Northwest corner of Priest and Baseline
11:00 a.m. to 4:00 p.m.

Final Phase Transportation Open House and Public Hearing

Phoenix
Monday, July 1, 2002
MAG Offices
Second Floor, Saguaro Room
302 North 1st Avenue
Phoenix
Open House – 4:30 p.m.
Public Hearing – 5:30 p.m.

Both of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, sign language interpretation, alternate materials, and FM/Infrared Listening Devices were available upon request.

SUMMARY OF INPUT

This section provides a summary of comments obtained during the Final Phase public involvement opportunities. Correspondence received during the continuous involvement phase of MAG's transportation public involvement process is included in Appendix B.

MAG at the Mall:

- No more rumble strips in the bike lane.
- There needs to be a public service announcement to “Share the Road”.
- People don’t pay attention to the three feet law (the citizen is referring to the distance between the shoulder of the road and the actual roadway. This distance is designed to protect bicyclists from traffic).
- Bicycles are a part of the transportation system and need to be made a priority when funding transportation projects.
- The light rail system needs to be a region-wide system that services all parts of the Valley.

Final Phase Transportation Open House and Public Hearing:

- The region needs 24-hour bus service.
- Discussion of the extension and reallocation of the half-cent sales tax is essential.
- There needs to be a comprehensive Regional Transportation Plan with a significant transit component.
- The express bus stops are too small for the current buses, and for the new buses that the city has purchased. They need to fix that problem.
- The bus rapid transit line should stop at the State offices.
- There needs to be funding for an express bus terminal.
- The City of Phoenix should abandon the I-10 express bus terminal to the state.
- The input provided at CTOC should be communicated to MAG decision makers.
- There needs to be a bike tunnel at I-17 and the Grand Canal.
- The County should have more than two projects in the TIP.
- We need to use paint as a weapon for pedestrians and bicyclists.

Responses to these comments may be found in Section II of this report. A transcript of the July public hearing may be found in Section III.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 are to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning

The MAG Process for Public Involvement receives public opinion in accord with TEA-21 requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

and programming in the MAG region, which is in accord with TEA-21 requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the Early Phase input opportunity was conducted from July through October, 2001. The results of these meetings are included in the *FY 2002 Early Phase Input Opportunity Report* (October, 2001).

The Mid-Phase process provides for input on initial plan analysis for the TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase occurred from February through April, 2002. The results of the Mid-Phase Input Opportunity are included in the *FY 2002 Mid-Phase Input Opportunity Report* (April, 2002). The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer.

The results of the Final Phase Input Opportunity are included in this report. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

ENHANCED PUBLIC OUTREACH PROCESS

In July 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and attended by representatives of Metropolitan Planning Organizations, Councils of Government, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules – which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the two planning and programming processes have been combined. (See Table 1).

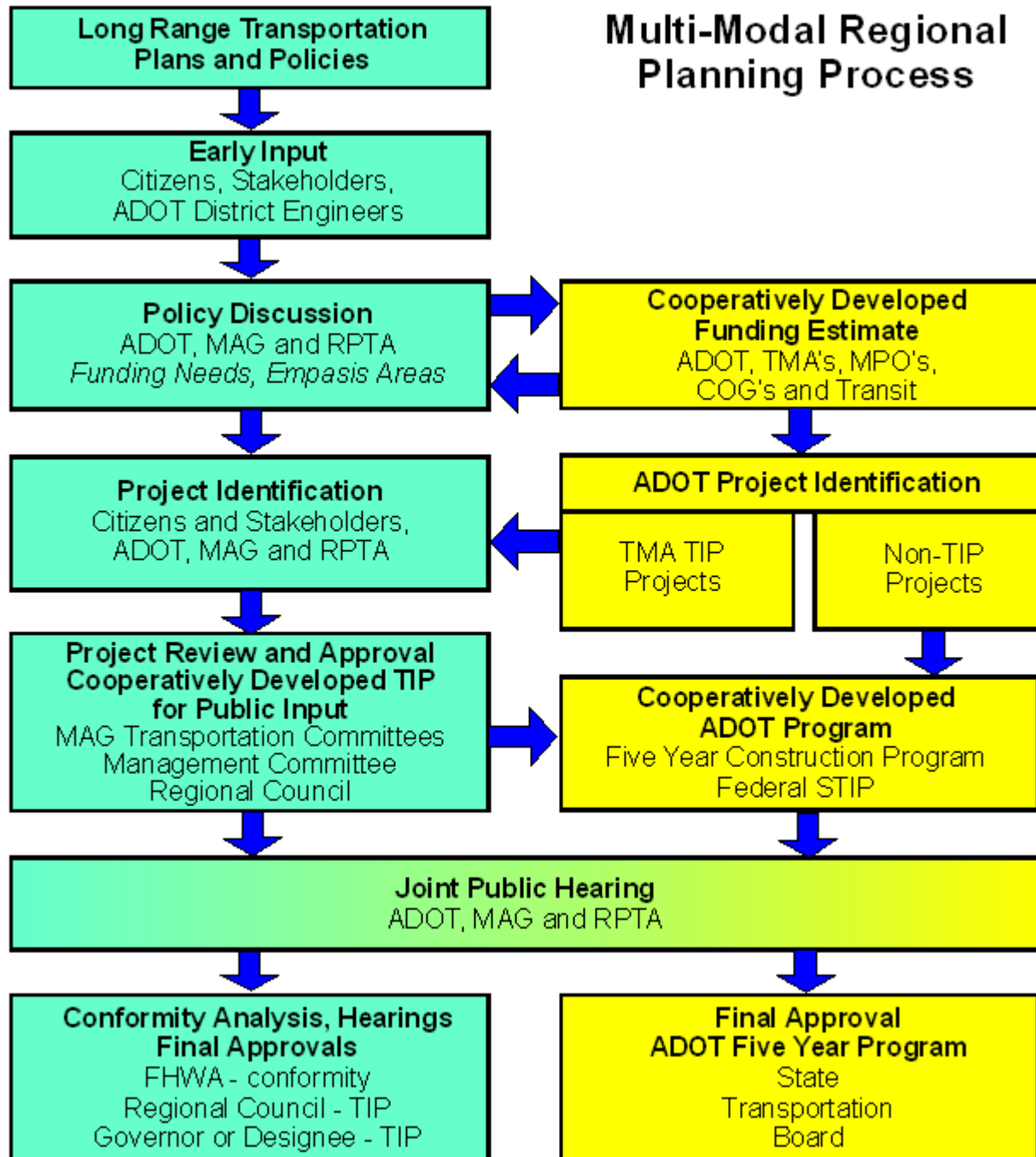


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG LRTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multi-modal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of Final Phase public involvement events through a variety of methods. As identified under the MAG Process for Public Involvement in Transportation Planning, formal public involvement opportunities, such as the Final Phase Transportation Open House and Public Hearing, were announced with display advertisements in the largest circulation newspaper and in newspapers that target underserved communities. Other techniques that were used to announce the “MAG at the Mall” event and the open house/public hearing included the distribution of more than 3,000 postcards, a press release

faxed to print and electronic media in the region, articles in MAG newsletters, and other targeted mailings.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff participated in a number of events since the FY 2002 Mid-Phase Input Opportunity. These activities included:

- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Continued MAG membership and involvement with several civic organizations in the region including the Phoenix Chamber of Commerce and Valley Forward.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.

Additional outreach activities included updating the MAG Web site at www.mag.maricopa.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to mag@mag.maricopa.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with Valley Metro, ADOT and CTOC have also led to refinements in the public involvement process.

CORRESPONDENCE/COMMENTS

Correspondence received from the public since the FY 2002 Mid-Phase Input Opportunity Report has been compiled and is contained in Appendix B. The public hearing transcript is in Section III of this report.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written comments received during the final phase public input opportunities. In addition, a summary of the oral input obtained at each event is provided. Comments received at the open house/public hearing are included in transcript form under Section III of this report, while other comments taken by staff representatives are listed below.

RESPONSE TO COMMENTS GIVEN ON COMMENT CARDS AT THE “MAG AT THE MALL” EVENT ON JUNE 22, 2002

Comments from Tom Culp, Citizen

Comment: No more rumble strips in the bike lane.

Response: According to ADOT Traffic Engineering Policies, Guidelines and Procedures: Section 400 - Pavement Markings:

The purpose of the longitudinal rumble strips is to enhance safety by preventing run-off-road collisions with fixed object and roll-overs due to driver over correction type crashes. These strips are intended to alert drivers by creating an audible (noise) and tactile (rumble or vibratory) warning sensation that their vehicle is leaving the traveled way (traffic lane) and that a steering correction is required. Generally, continuous longitudinal rumble strips should not be applied in the shoulders of roadways within developed and urban areas.

Comment: There needs to be a public service announcement to “Share the Road.” People don’t pay attention to the three feet law (the citizen is referring to the distance between the shoulder of the road and the actual roadway. This distance is supposed to be for bicycles and is designed to protect bicyclists from traffic.).

Response: MAG is dedicated to producing a multi-modal transportation system that includes comprehensive bicycle planning, and provides tens of thousands of dollars in funding to help educate the public on the importance of sharing the road. For example, MAG recently provided \$83,000 in funding to support Valley Metro's Bike Education Campaign. As part of

this campaign, Valley Metro worked with the City of Phoenix to reproduce 10,000 "Share the Road" brochures addressing bicycle safety. These brochures were distributed to 2,300 employers participating in the Trip Reduction Program. In total, these employers represent 500,000 employees, and are asked to reproduce the materials for their individual organizations. Additional "Share the Road" brochures were sent to city bike coordinators for reproduction and use in their communities' bike safety campaigns.

In addition to the Bike Education Campaign, MAG provides \$594,000 in funding to Valley Metro for its Clean Air Campaign. A portion of this funding is used to produce radio announcements, cinema slides, and bicycle safety posters. Thanks to a partnership with the Arizona Diamondbacks, popular players are featured in these bicycle safety posters, making them extremely popular among all age groups. The posters are distributed during Valley Bike Week and during the annual "Bike to Bob Family Fun Ride," and are among the materials distributed to the 2,300 Trip Reduction Program employers for use in their organizations.

COMMENTS RECEIVED AT THE MANAGEMENT COMMITTEE AND REGIONAL COUNCIL MEETINGS DURING THE FINAL PHASE PUBLIC INPUT OPPORTUNITY

Comments from William "Blue" Crowley, Citizen

Comment: With the change in administration, I hope there will be better outreach.

Response: MAG has an adopted public process for receiving public input, comment and suggestions on transportation planning and programming in the MAG region that is in accord with federal requirements. This process is intended to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and Environmental Justice communities. As part of that process, MAG advertises its outreach events in a variety of ways. Display ads are placed in the *Arizona Republic*, as well as the *Arizona Informant* and *Prensa Hispana*. Flyers are sent out to approximately 3,000 people who are a part of the MAG public involvement mailing list. Press releases are also sent out to more than 60 newspapers, radio and television stations around the Valley. In addition, MAG continues to examine other ways that it can advertise its outreach events.

Comment: The County should have more input (in the MAG planning process), because the County represents a large number of elderly and all of the unincorporated areas of the County.

Response: Maricopa County is a voting member of the Regional Council represented by a county supervisor, currently Don Stapley. As with all of MAG's voting members, the county has one vote, unless a weighted vote is taken. In the event of a weighted vote, the county would be given seven votes based on their percentage of the population.

Comment: On Item #7 (Proposed Amendment and Administrative Adjustments to the FY 2002-2006 MAG Transportation Improvement Program for Transit Projects), under the public input section of the summary transmittal, it states that, "an opportunity for public input and consultation is also scheduled for the June 26, 2002 meeting of the Regional Council." But this is the only opportunity the public has had to input on this item.

Response: The proposed amendment was an action item at the Transportation Review Committee on May 21, 2002 and on the Management Committee agenda on June 12, 2002 – both of which were held prior to the Regional Council meeting on June 26, 2002. These meetings were open to the public and allowed for public comment.

Comment: MAG is not being proactive. For four agenda items (items #8 through #11), three minutes are necessary for each of them, not a cumulative three minutes.

Response: MAG conducts meetings in accord with open meeting laws. Meetings of technical committees, working groups, the Management Committee and Regional Council are open to the public. Notices for these meetings are posted at least 24 hours in advance. MAG allows a number of opportunities for comment at these meetings.

Three opportunities are provided for public comment at Regional Council meetings, including Call to the Audience, Consent Agenda, and Action Items. During the Call to the Audience, citizens have three minutes to speak on any item of their choosing. Topics may include non-agenda items, or items which are on the agenda but which are not slated for action. This comment period takes place at the beginning of the meeting. During the Consent Agenda, Citizens have a total of three minutes to speak on any or all consent agenda items (cumulatively). During Action Items, citizens are given three minutes to speak on any action item (three minutes per item).

Although MAG provides for public comment at its public meetings, it is important to note that the Open Meeting Law states that a public body **may** make an open call to the public during a public meeting; it does not guarantee that a member of the public has a right to speak during a public meeting..

Comment: There is no public representation on the committee (Transportation Policy Committee) and I have a problem with that.

Response: The Transportation Policy Committee (TPC) will take the place of the Regional Council Transportation Subcommittee and will significantly increase the number of committee members from seven to 25. The TPC was created to provide expanded participation in the MAG policy process. The new committee will include not only MAG members representing the cities, towns and Indian Communities in our region, but also representatives from the business community, transit, state legislature, and freight interests. The Citizens Transportation Oversight Committee (CTOC) was a member of the Transportation Subcommittee and will retain a seat on the TPC. All TPC meetings will be open to the public and time will be allotted for public comment at all TPC meetings.

Comment: I also want to encourage communication between Swift Transportation Company (member of the new Transportation Policy Committee) and Yellow Freight.

Response: A freight stakeholders group will be a part of the new Regional Transportation Plan input process, ensuring that communication among various freight interests will take place. During the June 26, 2002 meeting, the Regional Council voted to appoint Dave Berry, vice president of Swift Transportation, as the freight representative.

RESPONSE TO COMMENTS GIVEN ON COMMENT CARDS AT THE “FINAL PHASE TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING” EVENT ON JULY 1, 2002

Comments from Leonard Gertz, Citizen

Comment: The express bus terminal is too small for the current buses and too small for the new buses that have been purchased. What is going to be done about that?

Response: Currently there are no express bus terminals in the region. The express buses use current transit stops such as Central Station, Metrocenter, Loloma Station, College Avenue and Arizona Mills in Tempe, etc. Bus Rapid Transit will be using upgraded stops.

Comment: We need 24 hour bus service.

Response: Unfortunately current funding levels are insufficient to support 24 hour local bus service. Regional funding for public transit from the county-wide sales tax is currently limited to approximately \$7 million a year. This means that transit service is largely dependent on local funding sources. Sales tax elections in Phoenix, Tempe and Glendale have allowed for

increased service hours and frequencies in those communities. Communities without a dedicated local revenue source must utilize other funding sources such as LTAF funds, local general funds, or limited regional transit funds to underwrite transit service within their boundaries. The wide variation in the availability of local funding for transit from municipality to municipality results in wide variations in local transit service in many communities. If additional local or regional transit funding becomes available in the future, the need for expanded transit services within communities currently underserved by public transit will be explored.

Comments by Steve Bass, Citizen

Comment: It is time to develop a comprehensive Regional Transportation Plan with a significant transit component. To what extent is this on the MAG radar screen?

Response: MAG is currently developing a Regional Transportation Plan (RTP), the largest planning initiative in four decades. The last such exercise set the blueprint for regional freeways that are now nearing completion. The new RTP will address the sustained growth that is expected over the next four or five decades. It will provide a new policy framework to guide regional transportation investments and establish measures of performance to better monitor and improve the transportation system in the future. Using this information, the RTP will also identify and prioritize specific transportation projects needed to keep up with the increasing travel demands in the region. Upon its completion, the RTP will result in a major revision to the current adopted Long Range Transportation Plan (LRTP), which identifies specific projects and facilities for investments over the next twenty years. The LRTP is typically updated annually.

There are several studies underway that will help provide input to the RTP. These efforts include three sub-region transportation studies, the East/West Mobility Study, the Freeway Bottleneck Study, the High Capacity Transit Plan and the Regional Transit System Study. The High Capacity Transit Plan is evaluating the possible use of existing railroad corridors for commuter rail, estimating the costs and benefits of this service, and assessing how it would interact with other types of transit (such as buses) and roadways. In some corridors, the operation of conventional commuter rail may encounter significant obstacles. Other high capacity transit technologies, such as bus rapid transit or light rail, may be more appropriate in these corridors. There may still be other areas of the MAG region without railroad rights-of-way where new high capacity transit may be warranted. Initiated in January, 2002, the study will be completed in approximately one year.

Initiated by the Valley Metro/Regional Public Transportation Authority, the Regional Transit System (RTS) Study will develop guidance in the implementation of future bus and dial-a-ride services. The study will analyze existing transit networks for bus and dial-a-ride services. Using twenty-year growth projections, the existing transit networks will be compared with future needs to determine the gap between current service levels and future demand for transit service. This information will be used to identify new transit projects that could be implemented over the next twenty years. Key regional issues, such as providing coordinated public transportation in a large service area, will be addressed. The RTS study is expected to be completed by December, 2002. The results of the RTS will provide input into the RTP process.

Comment: With the sunset of Regional Public Transportation Authority (RPTA) funding in 2005, discussion of extension and reallocation of the tax (half-cents sales tax) is essential.

Response: The MAG Regional Council is on record as being in support of House Bill 2299, which would provide authority for the extension of the Maricopa County Transportation Excise Tax (half-cent sales tax) beyond its 20-year life.

VERBAL COMMENTS RECEIVED DURING FINAL PHASE PUBLIC HEARING JULY 1, 2002

Comments from William “Blue” Crowley, Citizen

Comment: In your bus rapid transit, you don’t go to the largest employer. The largest employer in the region is the state. It’s not getting to the largest employer unless we are doing an “S.”

Response: While final routings are still being developed, the Bus Rapid Transit System (BRT) will provide service to the governmental mall area from two routes, the Papago Corridor, which will provide service from the West Valley via I-10, and the Black Canyon Corridor, which will provide service from the North Valley via I-17. Final design of these two BRT routes will seek to provide a direct route to the State House complex in recognition of its importance as an employment destination.

Comment: I see that you had up there on the screen that we have got the express terminal in the Long Range Plan, but I don’t see the funding anywhere.

Response: The terminal referred to is the proposed Margaret Hance Park express transit station. This station, which would be accessed from the east and westbound HOV lanes on I-10, was identified as part of a package of transit improvements presented to Phoenix voters in 1997. The station would have been funded through a ½ cent local sales tax in Phoenix, which was narrowly rejected by the voters that year. In 2000, Phoenix voters approved a 4/10 of a cent sales tax to fund a range of transit improvements. The package that was presented to the voters was known as the Transit 2000 plan. The plan included a mix of local bus service improvements, a Bus Rapid Transit System and a Light Rail Transit System. What the Transit 2000 plan did not include was funding for the express transit station at Margaret Hance Park. Development of that station is currently unfunded.

Comment: So with that express bus terminal and I-10 freeway - because according to the RPTA plan, is there a stop there? I don't think so. So being that there is no stop there and we do have an uncompleted express terminal, when is it going to happen?

Response: Current express bus service from the East and South Valley to Phoenix' Central station utilizes I-10 exiting at 3rd Street. Express service from the Northwest Valley to Central Station exits I-17 at Jefferson Street. Express service from the Northeast Valley to Central Station travels down SR 51 to I-10 and exits the highway at Washington Street. Express service from the West Valley utilizes I-10 to I-17 and exits at Washington Street. Express service from the Northeast or Northwest Valley to the Margaret Hance Park station would require express buses to cross several general purpose lanes to access the HOV lane in order to access the station, since no direct HOV to HOV connection exists between I-17 and I-10 or SR 51 and I-10. I-10 east and west of the deck park tunnel experience heavy traffic volumes during peak commute periods, which would make accessing the proposed express station by buses traveling from I-17 and SR 51 difficult.

Comment: Why doesn't the City of Phoenix abandon the facility (I-10 bus terminal) to the state and let's get a station here?

Response: The I-10 Deck Park tunnel project was to serve expansion of the express bus system. The defeat of various funding referenda to expand regional bus services has negatively affected the development of the bus tunnel/station. At present, there does not appear to be sufficient funding for the State to develop the I-10 express terminal. Although the source of transit funding is fairly complex to explain, most funding for transit service is provided by city general funds and city sales taxes.

Comment: I know the minutes are well taken (at the CTOC meetings), but they're not making it to the MAG part of the equation.

Response: The Citizens Transportation Oversight Committee (CTOC) was established by the state legislature to provide oversight on the Regional Freeway Program. MAG works cooperatively with CTOC on these issues. The Chairman of CTOC serves as a voting member of MAG for transportation issues. MAG staff members generally attend CTOC meetings, where they listen to citizen input as well as discussions on various agenda items. MAG staff also receives copies of agendas and minutes for CTOC meetings. However, because the organizations are separate, MAG does not include these minutes in its transmittal summaries.

Comment: How many times do I have to harp on my tunnel over there on I-17 and the Grand Canal? I note that you do not have those facilities going in at 43rd Avenue.

Response: This project was programmed for construction in the FY 2002-2006 MAG TIP, in FY 2002. Subsequently, it has been deferred to FY 2003 of the FY 2003-2007 MAG TIP.

An additional phase of the project is included in FY 2003-2007 MAG TIP, in 2007. The preliminary cost estimates for the project were too low and additional funds were needed, so an additional phase was added.

Comment: I also note that there's only two projects for the county and they're in 2007. I know they aren't going to be waiting until after 2007 to do it (connection of the 303 and the I-10), and I know that all the projects part of it aren't being done at this moment. So, when I see that the TIP includes those kinds of things in there, I have a problem.

Response: The Highway Projects Listing Section of the Draft 2003-2007 MAG Transportation Program includes approximately 39 projects for a total of \$104,126,684 to be completed by Maricopa County. Currently Loop 303 extends from the vicinity of Interstate 10 to Grand Avenue and an alignment for a extension of Loop 303 to Interstate 17 has been identified.

Comment: You haven't been multi-modal when it comes to the Grand Avenue situation. Where are those improvements on Grand Avenue, and where's my bicycle lane. I need you to use paint as a weapon.

Response: Providing bicycle lanes is important. The MAG Regional Bicycle Plan, adopted by the Regional Council, does support creating bicycle lanes. For example, Objective 2 under the Engineering and Planning Goal states: "Restripe existing roadways, when feasible, to gain space for bike lanes or edgeline buffer zones. Widen curb lanes during reconstruction or repaving to provide space for bike lanes or edgeline buffer zones. Include bicycle lanes in

all new arterial roadway construction and selected collector street construction. One way to accomplish this on a consistent basis is to adopt street cross sections with space for bike lanes.” Safety considerations for bicyclists are also an important consideration. Right-of-Way widths for many streets are very limited, including many portions of Grand Avenue, which make the provision of safe, dedicated and continuous bicycle lanes difficult.

ADDENDUM TO FY 2002 FINAL PHASE INPUT OPPORTUNITY REPORT

RESPONSE TO PUBLIC COMMENTS ON THE DRAFT 2002 MAG CONFORMITY ANALYSIS, DRAFT FY 2003-2007 MAG TRANSPORTATION IMPROVEMENT PROGRAM, AND DRAFT LONG RANGE TRANSPORTATION PLAN 2002 UPDATE

(Comments received at the MAG Management Committee meeting, July 10, 2002,
and the MAG Regional Council meeting on July 24, 2002)

Comments from William “Blue” Crowley, Citizen

Comment: The Grand Avenue upgrades are not bike and pedestrian sensitive and prove it is not in conformity.

Response: The Draft FY 2003-2007 MAG Transportation Improvement Program allows for the timely implementation of transportation control measures. The 2002 MAG Conformity Analysis indicates that the Draft FY 2003-2007 MAG Transportation Improvement Program includes an estimated \$93.5 million in bicycle and pedestrian improvements planned for the region over the next five years (see Figure ES-4). Transportation control measures are defined in Section 108 of the Clean Air Act and include bicycle and pedestrian improvements. The committed measures from the Revised MAG 1999 Serious Area PM-10 Plan and Revised MAG 1999 Serious Area Carbon Monoxide Plan include “Encouragement of Bicycle Travel” and “Encouragement of Pedestrian Travel.” The 2002 MAG Conformity Analysis conducted for the FY 2003-2007 MAG Transportation Improvement Program and for the MAG Long Range Transportation Plan 2002 Update demonstrates that the transportation conformity requirements have been met and a finding of conformity is supported.

In addition, a *Grand Avenue Major Investment Study Executive Summary* (September 1999) objective was to promote multi-modal uses in the corridor. Recommendations from the Major Investment Study indicated that “A bike path along Grand Avenue is not practical because of limited right-of-way. Bicyclists may use the roadway shoulders on the Grand overpasses at 27th Avenue/Thomas Road and 43rd Avenue/Camelback Road.” Also, the recommendations for pedestrian uses indicate that “Sidewalks are recommended on the four arterial street overpasses. Pedestrian traffic is not recommended on the three Grand Avenue grade separations.” Please contact the Arizona Department of Transportation for further information.

Comment: Conformity says that projects that are started must be completed and when will the express terminal on Interstate 10 be completed?

Response: The federal transportation conformity rule requires the timely implementation of transportation control measures specified in the applicable air quality plans. The Draft FY 2003-2007 MAG Transportation Improvement Program allows for the timely implementation of transportation control measures, including \$1.3 billion in public transit and rapid transit improvements. Please contact the City of Phoenix for further information.

Comment: A 20-year rail and freight component needs to be included in the Long Range Plan. It is necessary for this region to produce things and ship them as a partner in the world. Trade is necessary to this region. Heavy rail routes in the northeast segment of the region are needed. All cities need to be connected. Instead, light rail that will tear up Central Avenue is being done.

Response: The Long Range Transportation Plan addresses all modes of transportation, including transit (rail is a form of transit) and freight. MAG is currently developing a Regional Transportation Plan (LRTP), the largest planning initiative in four decades. The last such exercise set the blueprint for regional freeways that are now nearing completion. The new RTP will address the sustained growth that is expected over the next four or five decades. It will provide a new policy framework to guide regional transportation investments and establish measures of performance to better monitor and improve the transportation system in the future. Using this information, the RTP will also identify and prioritize specific transportation projects needed to keep up with the increasing travel demands in the region. Upon its completion, the RTP will result in a major revision to the current adopted Long Range Transportation Plan (LRTP), which identifies specific projects and facilities for investments over the next twenty years. The LRTP is typically updated annually.

The High Capacity Transit Plan was initiated in January 2002 and the results of this plan will be integrated with the RTP planning process. This study will evaluate the possible use of existing railroad corridors for commuter rail, estimate the costs and benefits of this service, and assess how it would interact with other types of transit (such as buses) and roadways. In some corridors, the operation of conventional commuter rail may encounter significant obstacles. Other high capacity transit technologies, such as bus rapid transit or light rail, may be more appropriate in these corridors. There may still be other areas of the MAG region without railroad rights-of-way where new high capacity transit may be warranted.

Comment: There is an RPTA board meeting tomorrow, but not all (MAG member agencies) will be represented.

Response: In 1985, the Arizona Legislature passed a law enabling the citizens of Maricopa County to vote on a sales tax increase to fund regional freeway improvements and to provide for the creation of a Regional Public Transportation Authority (RPTA). RPTA, which is also known as Valley Metro, provides regional transit services to its members. The RPTA is a public agency overseen by a board of elected officials. Membership is voluntary and is open to all municipalities in Maricopa County and to the county government. Communities that become members of the RPTA must spend Local Transportation Assistance Funds (LTAF) – revenues from the Arizona Lottery – on public transportation. A municipality with a population of 300,000 or more must spend all of its LTAF funds on transit services. Municipalities of 60,000 or more must commit at least one-third of their LTAF funds to transit services and those areas with a population of less than 60,000 must commit three-quarters of their LTAF funds to transit services.

RPTA's members include: Avondale, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Litchfield Park, Mesa, Phoenix, Scottsdale, Tempe and Maricopa County.

Comment: There is no quorum of (MAG) members when public hearings are held. If you want a cooperative effort, show up for the hearings.

Response: The purpose of the public hearings is to provide the public with an opportunity to comment on transportation plans and programs. These comments are recorded verbatim by a court reporter, and a complete copy of the transcript is sent to all of the Regional Council members for their review as part of the FY 2003 Final Phase Input Opportunity Report. The report contains the transcript of comments, and staff responses to the comments. In addition, an oral presentation is given to the full Regional Council detailing the input opportunities conducted and providing a summary of the comments received.

Comment: Where is my Grand Canal and I-17 project?

Response: This question duplicates one asked earlier and is answered in Section II of the attached FY 2002 Final Phase Input Opportunity Report.

Comment: For agenda item #8 (Draft FY 2004-2008 MAG TIP Guidance Report), how can public input be conveyed to the Management Committee when the TRC (Transportation Review Committee) meeting took place the day prior?

Response: The TRC meeting took place on June 25, 2002. The Management Committee meeting took place on July 10, 2002. If public input was provided to TRC at the June 25th meeting, it would have been conveyed to Management Committee through a summary transmittal distributed to the Management Committee in the agenda packet, which is mailed prior to the meeting. However, no public input was provided at the June 25th TRC meeting.

Comment: When is the I-10 express bus terminal going to be completed? The City of Phoenix should abandon the project to the State of Arizona.

Response: This question duplicates one asked earlier and is answered in Section II of the Final Phase Input Opportunity Report.

Comment: For agenda item #14, (Census 2000 Data Release) I want to be counted.

Response: The fact that one is not contacted individually by a Census taker during the Census 2000 operations does not mean that one is not counted. The Census Bureau uses a number of follow-up procedures to identify individuals who did not respond to their mailout survey, or who were missed when enumerators were dispatched to conduct interviews. This is true not only for people living in housing units and group quarters, but also for people without housing. For example, one of the methods that the Bureau uses to identify people without housing is to talk with the agencies and organizations that provide services to them. This is known as the Service Based Enumeration (SBE) program, and individuals identified through this method are added to the population in Group Quarters portion of the Census count. In addition, citizens were asked to call a special number during the census period to report their information if they were not counted during the normal census activities.

The Maricopa Association of Governments has greater control over the way the operations are carried out during a mid-decade Census. If a 2005 Special Census is conducted for Maricopa County, then enumerators will be sent out around the Valley to conduct an interview with each household.

Comment: When I made my comments about Grand Avenue and its lack of bicycle and pedestrian facilities, I was also talking about the lack of transit service.

Response: Currently the issues along Grand Avenue that are impacting transit and are being addressed include:

Construction: To ease traffic congestion along the Grand Avenue Corridor, seven of its troublesome six-legged intersections will be eliminated and a new link between Grand Avenue and Loop 101 Agua Fria Freeway will be provided. Construction began late last year and will continue through the end of 2006. This construction program has affected transit service along Grand Avenue as well as connecting intersections. Most intersections have been programmed as overpasses except 59th Avenue. Currently Grand Avenue is not pedestrian friendly. Once the reconstruction is complete it may even be less friendly. Valley Metro has been addressing transit options along the Grand Avenue corridor, but at this time no decisions have been made.

Bus stops encroaching railroad property: Valley Metro has been working with Burlington Northern Santa Fe (BNSF) Railroad regarding its concerns of bus stops encroaching on railroad property. Certain bus stops have been identified along the corridor for either improvements or removal.

Comment: It is nice to synchronize traffic signals in Peoria, but when will there be public transportation to take riders to Lake Pleasant?

Response: At this time there are no plans for service to Lake Pleasant.

Comment: I've been urging you to complete the I-10 express terminal, which has been unfinished since 1987. The city should just abandon this project to the State.

Response: This question duplicates one asked earlier and is answered in Section II of the Final Phase Input Opportunity Report.

Comment: You cannot achieve conformity if you are not doing outreach correctly. I was the only person to give testimony at the public hearing.

Response: In accordance with federal transportation regulations and consultation procedures, MAG has adopted a public involvement process for receiving public input, comment and suggestions on transportation planning and programming in the MAG region. This process is intended to provide complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and

Environmental Justice communities. As part of that process, MAG advertises its outreach events in a variety of ways.

A public notice was published in the June 1, 2002 edition of *The Arizona Republic* newspaper to announce the public hearing and the availability of the Draft FY 2003-2007 MAG Transportation Improvement Program, the Draft MAG Long Range Transportation Plan 2002 Update, and Draft 2002 MAG Conformity Analysis documents for public review. A public hearing on the draft documents was held on July 1, 2002. Copies of the draft documents are distributed to 13 public libraries in the region for comment and review by the public. In addition, display ads are placed in *The Arizona Republic*, as well as the *Arizona Informant* and *Prensa Hispana*. Flyers are sent out to approximately 3,000 people who are a part of the MAG public involvement mailing list. Press releases are also sent out to more than 60 newspapers, radio and television stations around the Valley. MAG continues to examine other ways that it can advertise its outreach events.

Comment: I testified at least three times before this meeting that I wasn't counted in the Census. You'd think someone would have given the census takers my number.

Response: This question duplicates one asked earlier and is answered previously in this addendum.

Comment: At the public hearing you didn't even have a quorum on MAG Regional Council members.

Response: This question duplicates one asked earlier and is answered in Section II of the Final Phase Input Opportunity Report.

APPENDIX A

PUBLICITY MATERIALS

NEWS RELEASE DISTRIBUTION LIST

<i>Abwatukee Foothills News</i>	<i>KEZ FM</i>	<i>The Prospector</i>
<i>Apache Junction Independent</i>	<i>KFYI</i>	<i>Scottsdale Tribune</i>
<i>Arizona Capitol Times</i>	<i>KJZZ</i>	<i>Sonoran News</i>
<i>Arizona Daily Star</i>	<i>KNIX-FM</i>	<i>Sun City/Youngtown Independent</i>
<i>Associated Press</i>	<i>KNXV-TV</i>	<i>Sun Lakes Splash</i>
<i>Arizona Republic/East Valley Bureau</i>	<i>KPHO-TV</i>	<i>Times in Fountain Hills</i>
<i>Arizona Republic</i>	<i>KPNX-TV</i>	<i>Tribune</i>
<i>Arizona Republic</i>	<i>KSAZ-TV</i>	<i>Tribune</i>
<i>Arizona Republic</i>	<i>KTAR</i>	<i>Tribune</i>
<i>Arizona News Radio</i>	<i>KTAR</i>	<i>Tribune Newspapers</i>
<i>Arizona News Radio</i>	<i>KTVK-TV</i>	<i>Telemundo TV</i>
<i>Chandler Independent</i>	<i>KTVW-TV</i>	<i>West Valley View</i>
<i>Daily News Sun</i>	<i>KVVA</i>	<i>The Wester</i>
<i>East Mesa Independent</i>	<i>KXAM</i>	<i>Wickenburg Sun</i>
<i>East Valley Tribune</i>	<i>Paradise Valley Independent</i>	
<i>Foothills Sentinel</i>	<i>Peoria Times</i>	
<i>Gilbert Independent</i>	<i>Phoenix Channel</i>	
<i>Glendale Star</i>	<i>La Prensa Hispana</i>	
<i>KAET-TV</i>		

MAG AT THE MALL

Saturday, June 22, 2002

11:00 a.m. to 4:00 p.m.

Arizona Mills Mall, Tempe

In front of "GameWorks"

OPEN HOUSE AND PUBLIC HEARING

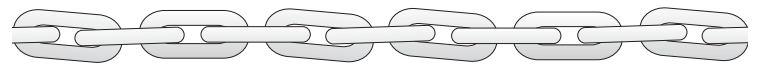
Monday, July 1, 2002

Open House: 4:30 p.m. to 5:30 p.m.

Public Hearing: 5:30 p.m.

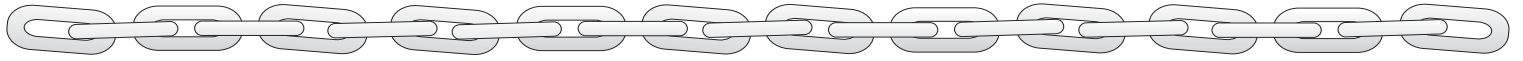
Maricopa Association of Governments

302 North 1st Avenue, Phoenix, Second Floor, Saguaro Room



You are encouraged to comment on the following:

- ❖ Draft MAG 2003-2007 Transportation Improvement Program
- ❖ Draft MAG Long Range Transportation Plan 2002 Update
- ❖ Draft MAG 2002 Conformity Analysis



Location and Parking

The MAG offices are located in the building across the street from the Central Station transit facility, on the north-west corner of 1st Avenue and Van Buren.

Parking is available under the building and will be validated.

Please lock your bicycles in the rack at the entrance to the parking garage.

Transit

Bus fares will be reimbursed with a valid transfer.

To obtain information on transit service to Central Station, please call Valley Metro at 602-253-5000.

Information

For more information about these meetings call Jason Stephens, 602-254-6300.

Spanish language assistance is also available at 602-452-5076.

Accessibility

Persons with a disability may request a reasonable accommodation by calling MAG at 602-254-6300. Requests should be made as early as possible to allow time to arrange the accommodation.

Sponsors:



**MARICOPA
ASSOCIATION of
GOVERNMENTS**



Telephone teletype is available through Arizona Relay Service at 1-800-367-8939 (Voice: 1-800-842-4681).



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003

Telephone (602) 254-6300, Fax (602) 254-6490

Visit our Web site at: www.mag.maricopa.gov

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U.S. POSTAGE
PAID
PHOENIX AZ

MAG AT THE MALL

Saturday, June 22, 2002
11:00 a.m. to 4:00 p.m.

Arizona Mills Mall, Tempe
In front of "GameWorks"

OPEN HOUSE AND PUBLIC HEARING

Monday, July 1, 2002

Open House: 4:30 p.m. to 5:30 p.m.

Public Hearing: 5:30 p.m.

Maricopa Association of Governments

302 North 1st Avenue, Phoenix, Second Floor, Saguro Room

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- ❖ Draft MAG Long Range Transportation Plan 2002 Update
- ❖ Draft MAG 2002 Conformity Analysis

You are encouraged to comment on the following:



302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003
Telephone (602) 254-6300, Fax (602) 254-6490
Visit our Web site at: www.mag.maricopa.gov

Telephone teletype is available through Arizona Relay Service at 1-800-367-8939 (Voice: 1-800-842-4681).



Sponsors:

SAMPLE LETTER SENT TO LIBRARIANS WITH BROCHURES FOR DISTRIBUTION

June 21, 2002

FIELD(1)

FIELD(2)

The Maricopa Association of Governments (MAG) is distributing brochures to publicize our upcoming transportation meetings. With regional transportation planning among its responsibilities, MAG develops a 20-year transportation plan to guide development of the transportation system throughout the region. MAG also prepares a program of transportation projects to carry out the Plan over the next five years. The public involvement process provides opportunities for continuing public input into this transportation planning process. Your continued assistance in publicizing the public participation process is appreciated.

I have enclosed the brochures for distribution to your library users. If additional brochures are needed, or if you have suggestions about transmitting this type of material in the future, please let me know. In addition, if you require further information, please call me at (602) 254-6300, or send e-mail to jstephens@mag.maricopa.gov.

Sincerely,

Kelly Taft
Communications Manager

Enclosures

LIBRARIAN LETTER AND BROCHURE DISTRIBUTION LIST

Each Library Received 20 Brochures

Buckeye Public Library
Library Director
310 North 6th Street
Buckeye Arizona 85326-2439

Chandler Public Library - Downtown
Library Director
22 South Delaware Street
Chandler Arizona 85225

Chandler Public Library - Hamilton Branch
Library Director
3700 South Arizona Avenue
Chandler Arizona 85244

Desert Foothills Library
Library Director
PO Box 4070
Cave Creek Arizona 85327

Gilbert Public Library/Southeast Regional
Library
Library Director
775 North Greenfield Road
Gilbert Arizona 85234

Glendale Public Library
Library Director
5959 West Brown Street
Glendale Arizona 85302

Litchfield Park Branch Library
Library Director
101 West Indian School Road

Litchfield Park Arizona 85340

Mesa Public Library - Dobson Ranch
Library Director
2425 South Dobson Road
Mesa Arizona 85202

Mesa Public Library - East Mesa
Library Director
635 North Power Rd
Mesa Arizona 85205

Mesa Public Library - Main
Library Director
64 East First Street
Mesa Arizona 85201-6768

Peoria Public Library - Sunrise Mountain
Branch
Library Director
21200 North 83rd Avenue
Peoria Arizona 85382-2436

Phoenix Public Library - Acacia
Library Director
750 East Townley Avenue
Phoenix Arizona 85020

Phoenix Public Library - Century
Library Director
1750 East Highland Avenue
Phoenix Arizona 85016

Phoenix Public Library - Cholla
Library Director
10050 Metro Parkway East
Phoenix Arizona 85051

Phoenix Public Library - Desert Sage
Library Director
7602 West Encanto Blvd
Phoenix Arizona 85035

Phoenix Public Library - Harmon
Library Director
411 West Yavapai Street
Phoenix Arizona 85003

Phoenix Public Library - Ironwood
Library Director
4333 East Chandler Blvd
Phoenix Arizona 85044

Phoenix Public Library - Juniper
Library Director
1825 West Union Hills Dr
Phoenix Arizona 85027

Phoenix Public Library - Mesquite
Library Director
4525 Paradise Village Pkwy North
Phoenix Arizona 85032

Phoenix Public Library - Ocotillo
Library Director
102 West Southern Avenue
Phoenix Arizona 85041

Phoenix Public Library - Palo Verde
Library Director

4402 North 51st Avenue
Phoenix Arizona 85031

Phoenix Public Library - Saguaro
Library Director
2808 North 46th Street
Phoenix Arizona 85008

Phoenix Public Library - Yucca
Library Director
5648 North 15th Avenue
Phoenix Arizona 85015

Queen Creek Branch Library
Library Director
22407 South Ellsworth Road
Queen Creek Arizona 85242

Scottsdale Public Library
Library Director
10101 North 90th Street
Scottsdale Arizona 85258

Scottsdale Public Library - Palomino
Library Director
12575 East via Linda Suite 102
Scottsdale Arizona 85259

Sun City Public Library
Library Director
10620 West Peoria Avenue
Sun City Arizona 85351-4144

Surprise Branch Library
Library Director
15844 North Hollyhock
Surprise Arizona 85374

Tolleson Public Library
Library Director
9555 West Van Buren
Tolleson Arizona 85353

Wickenburg Town Library
Library Director
164 East Apache Street
Wickenburg Arizona 85390-2457

Youngtown Public Library
Library Director
12035 Clubhouse Sq
Youngtown Arizona 85363-1227

Karen Biglin
Scottsdale Community College Library
Director
9000 East Chaparral Road
Scottsdale Arizona 85250

Patricia Castaneda
Library Director
665 North Gilbert Road Suite 152
Gilbert Arizona 85234

John Chavez
Paradise Valley Community College Library
Director
18401 North 32nd Street
Phoenix Arizona 85032

Chris Cole
Maricopa County Library District
17811 North 32nd Street
Phoenix Arizona 85032

Hazel Davis
Rio Salado College Library/Media Services
Director
2323 West 14th Street
Tempe Arizona 85281

Karen Drake
Library Manager
222 East Commonwealth
Chandler Arizona 85225

Josefa Garcia
Gateway Community College Library
108 North 40th Street
Phoenix Arizona 85034

Toni Garvey
City Librarian
1221 North Central
Phoenix Arizona 85004

Jeanine Guy
Library Director
100 North Apache Road Suite A
Buckeye Arizona 85326-9699

Ann Harris
City of Peoria
8485 West Monroe Street
Peoria Arizona 85345

Florence Hinrichs
Youngtown Public Library
12035 Clubhouse Square
Youngtown Arizona 85363

Janet Johnston
Phoenix College Library (Fannin)
1202 West Thomas Road
Phoenix Arizona 85013

Sandra Loveland
Desert Foothills Library
PO Box 4070
Cave Creek Arizona 85327-4070

Marcia Lea
P.N. Johnson Library
13801 Meeker Blvd
Sun City West Arizona 85375

Gary Marks
South Mountain Community College
Library Director
7050 South 24th Street
Phoenix Arizona 85040

Barbara Scott
Chandler Gilbert Community College
Library Director
2626 East Pecos Road
Chandler Arizona 85225

Teri Metros
Library Director
Box 5002
Tempe Arizona 85281

K. Sugiyama
Mesa Community College Library
Director
1833 West Southern Avenue
Mesa Arizona 85202

Judy O'Brien
Library Director
328 West Western
Avondale Arizona 85323

Rodeane Widom
Library Director
5959 West Brown Street
Glendale Arizona 85302

Judy Register
Scottsdale Public Library
3839 Civic Center Blvd
Scottsdale Arizona 85251

Johnette Williams
Glendale Community College Library
Director
6000 West Olive Avenue
Glendale Arizona 85302

Ed Santavicca
Estrella Mountain Community College
Library Director
3000 North Dysart Rd
Avondale Arizona 85323

Charles Youngman
Sun City Library
16828 99th Avenue
Sun City Arizona 85351

DISTRIBUTION LIST OF TITLE VI REPRESENTATIVES

Arizona Community Action Association
Executive Director
2627 North 3rd Street, Suite 2
Phoenix Arizona 85004-1103

Governor Donald Antone
Gila River Indian Community
PO Box 97
Sacaton Arizona 85247-0097

Francisca Aragon
Chicanos Por La Causa
4622 West Indian School Road, Suite D12
Phoenix Arizona 85031

Robert Beauvais
Indian Community Health Center
3008 North 3rd Street, Suite 100
Phoenix Arizona 85012

Santo Bernasconi
Centro De Amistad, Inc.
8202 Avenida Del Yaqui
Guadalupe Arizona 85283-1024

Betsy Buxer
The Community Forum
640 North First Avenue
Phoenix Arizona 85003-1558

Guy Collison
United Cerebral Palsy Association
321 West Hatcher, Suite 102

Phoenix Arizona 85021

George Dean
Greater Phoenix Urban League
President & CEO
1402 South 7th Ave
Phoenix Arizona 85007

Arden G. Dorn
Lutheran Social Ministry of Southwest
1124 North 3rd Street
Phoenix Arizona 85004

Tupac Enrique
Tonatierra Community Development Institute
1818 South 16th Street
Phoenix Arizona 85074

Reverend Oscar Tilman
NAACP of Phoenix/Maricopa County
1818 South 16th Street
Phoenix Arizona 85034

Sandra Ferniza
Arizona Hispanic Chamber of Commerce
255 East Osborn Road, Suite 201
Phoenix Arizona 85012-2349

Pete L. Garcia
Chicanos Por La Causa
1112 East Buckeye Road
Phoenix Arizona 85034

Donna Gilliland
Sun Cities Area Transit (SCAT)
PO Box 1972
Sun City Arizona 85372-1972

Luis Ibarra
Friendly House, Inc.
PO Box 3695
Phoenix Arizona 85030

Herb Jackson
Greater Phoenix Urban League
1402 South 7th Avenue
Phoenix Arizona 85008
Gilbert Jones, Sr.
Fort McDowell Indian Community
PO Box 17779
Fountain Hills Arizona 85269-7779

Jim Lamay
Arizona Center for the Blind
3100 East Roosevelt
Phoenix Arizona 85008

Leland Leonard
Phoenix Indian Center, Inc
Executive Director
2601 North 3rd Street, Suite 100
Phoenix Arizona 85004

Lisa M. Lintz
Centro Adelante Campesino
Executive Director
PO Box 1338
Surprise Arizona 85374-1338

Lionel Lyons
Equal Opportunity Phoenix
251 West Washington, 7th Floor
Phoenix Arizona 85003

Honorable Ivan Makil
Salt River Pima-Maricopa Indian Community
President
10005 East Osborn
Scottsdale Arizona 85256

Paul Martodam
Catholic Social Service of Central Arizona
1825 West Northern Avenue
Phoenix Arizona 85021-5298

Guy Mikkelsen
Foundation for Senior Living
President
77 East Thomas Road, Suite 100
Phoenix Arizona 85012

Donna Noland
Arizona Office for Americans with Disabilities
1700 West Washington, Room 164
Phoenix Arizona 85007

Captain Robert Rudd
Salvation Army Division Headquarters
2707 East Van Buren
Phoenix Arizona 85008

Kip Smith-Murray

Arizona Recreational Center for the
Handicapped
1550 West Colter
Phoenix Arizona 85015

American Red Cross
6135 North Black Canyon Highway
Phoenix Arizona 85015-1892

Revered Warren Stewart
First Institutional Baptist Church
1141 East Jefferson Street
Phoenix Arizona 85034

Susan Webb
Arizona Bridge to Independent Living
Executive Director
1229 East Washington Street
Phoenix Arizona 85034-1101

Bonnie Wright